

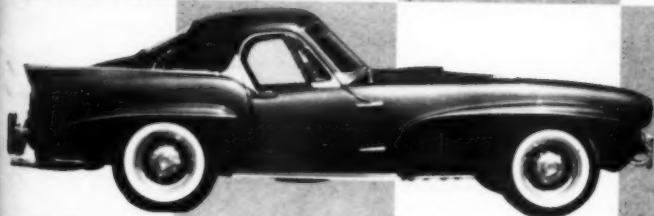
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OCTOBER 1959 25c

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• RESTYLED FOREIGN CARS



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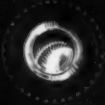
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sixth issue of our seventh year

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GLASS-BODIED GOHR



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OCTOBER 1959

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OCTOBER, 1959



NEXT MONTH R&C takes you
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The first noticeable beginnings of sportscarism in the U.S. started with the advent of the 1948 MG TC in this country. Not satisfied with the stock model (left) pioneering hot rodders started modifying and evolved more rakish models such as the car at the right. Cut down and restrung wheels, chopped windshield and supercharger give a flavor of the street roadster. As the starter of the whole thing, we place these machines on this month's Starting Line.

THIS MONTH'S R&C may appear at first glance to be taking rather an oblique angle from our usual offerings of rods, customs and karts. No attempt is being made to compete with the magazines in the sportscar field, but rather we wish to point out the increased interest and activity by the customizing and hot rodding fraternity in turning their time and talents toward foreign and domestic sports/racing cars. Trends and practices are no different than those normally employed except that instead of making what was originally intended as a family sedan look like a sports car, the problem has arisen of how to make your sports car look like something even farther out. If these men have succeeded, we may well sit up and take a second look—this may be the custom trend of tomorrow for all our cars. Certainly design details are worthy of careful scrutiny. With our tongue in cheek (being basically from the old school) we managed to squeeze in a few laughs at *that other bunch*... you know, the ones who buy a stock small import and *proper* clothes to go rallying round the flag or wherever. But we respectfully doff our cap to guys just like you and I, who have grabbed this sportscar thing by the horns and are making it a respected and worthwhile part of our rodding and customizing hobby.

We just returned from a trip through the midwest where we had the pleasure of attending formative meetings of the American Kart Manufacturers Association (see page 61) and visiting at the factories of several well-known kart and engine corporations. A report on part of our trip is in this issue while further material must wait until next month. During our sojourn we got acquainted with many of the men who have been responsible for making karting the big business it is today and obtained an insight as to what plans are for the future. A number of new tracks are under construction, catering strictly to the racing enthusiasts in the kart sport.

Speaking of karts, the importance of this phase of the automotive hobby might well be evidenced by the recent (August) issue of our companion magazine, Hot Rod. Their coverage of the kart picture, while limited in scope, absorbed some 15 pages of editorial—more space than has ever been devoted to a single subject in any one issue since the inception of the book over 10 years ago.

lynn wineland

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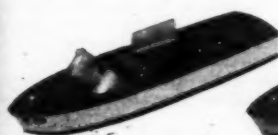
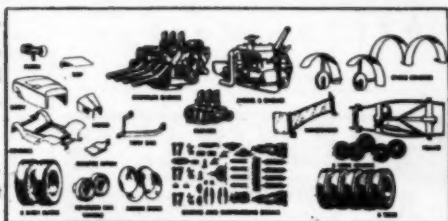


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OUR READERS WR

THIRTY LASHES

Just received R & C thru the mail. Let supper get stone cold whilst going cover to cover. Stopped cold on page 56. Pelly's Min-A-Bike fascinated me to no end—(must build one of these little gizmo's some day). Just one thing bothers the gang at this address. Charley shows two shocks on back of little sickle. Now how?? Well just. Aw, great balls of fire, how does shock return to middle without any springs for rebound?

Boy sits on putt-putt, machine sinks to frame, boy gets off, looks at bike and sez: "Gad, what a channel job!"

I don't know, maybe we just aren't looking at this the right way. What fun!

Thirty lashes with a wet spark plug if Pelly & the gang at your address quit giving us the best little auto-rod-whazis mag on the stand.

Don Murin

Joliet, Illinois

● The swing-arms on the Min-A-Bike are controlled, not by shock absorbers, but by regular shielded coil springs and dampers such as found on full size cycles. Those illustrated on the tiny but effective units from a Japanese Yamaha as was the 125cc engine also pictured.

SHOEBOX?

I was shocked to see the article on building a '60 Ford (heaven forbid) for Bonneville (July, 1959). I was sick to see a '60 Ford in your fine magazine. I thought your magazine was for rods, customs and go karts not shoeboxes on wheels. All my friends agree that something was left out of your fine (?) '60. It lacked a motorcycle steering wheel.

Keep up the good work, **BUT KEEP OUT 1950 FORDS!!!!**

Leigh Brooks

Wayne, Pa.

● You can't please all the people all the time...but we try. We've even been boycotted by the 1923 Whippet Four Door Sedan Owners and Boosters Club (W.F.D.S.O.B.) who feel we're discriminating against them by failure to put out a special issue devoted to these fine cars.

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HILL COUNTRY "SHOEBOX"

Enclosed are pictures of my '51 Ford which is my first custom. Most of the work was done by myself.

The trunk and all seams have been filled. Stock sidetrim is removed and '55 Buick sidetrim has replaced it. The hood has been filled and one small air scoop cut on each side of the hood. A '50 Mercury grille shell is molded in and it has a '59 Chevy grille cut down to fit the opening. It is lowered in the rear and has 12 inch lake plugs. It is painted '57 DeSoto light aqua and alpine white. The upholstery is aqua and white naugahyde to match the exterior. More changes are planned for the future.

Jerry Roop Knoxville, Tennessee

THE OLD DEBATE

Recently a friend of mine and I got into a mild argument about cars. He says the American cars have foreign or European cars beat for engineering. How about that? How could a Chevy possibly compete with a Mercedes Benz? It doesn't have to be a racing Maserati or Porsche, either. He doesn't believe there is any evidence present that foreign cars have American cars beat for beauty, styling and engineering. I appreciate your opinion.

continued on p. 76

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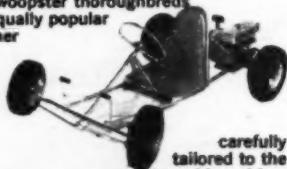
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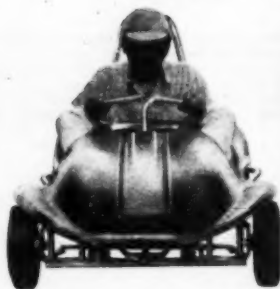
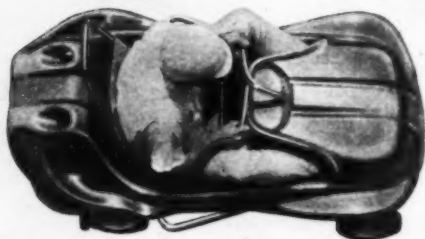
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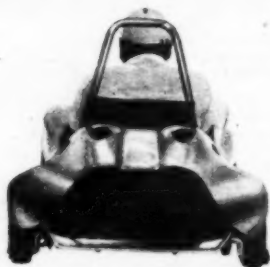
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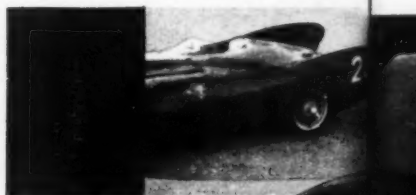
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rod and custom enthusiasts

The customized sports car has arrived. Hot rodders and customizers are turning an appreciative eye toward both American and imported cars that are fun to drive, have a flair for jaunty design and are getting more reasonable in price every day. Formerly untouchable cars of 5-15 years ago are now within reach of our meager allowances and lend themselves to more powerful engine swaps and new styling treatments.

Perhaps you may never go in for all-out competition cars like several pictured here. The Lotus pictured at the right has benefited from a swap



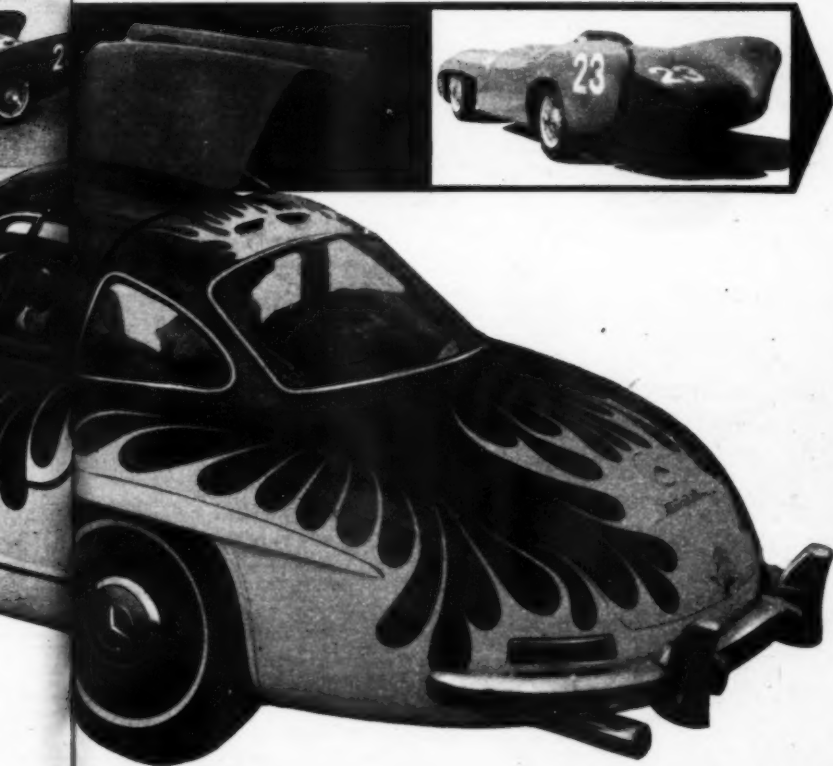
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orts car such as these, many street
iven cars are worthy of your
ppraisal.

Too, let us be ever mindful that
any trends start in this segment of
e rod and custom hobby. The Mer-
edes 300SL coupe below had this
ird paint treatment applied by Von
utch over four years ago — a fore-
unner of scalloping and paneling de-
gns in use today.



rod & custom COVERage



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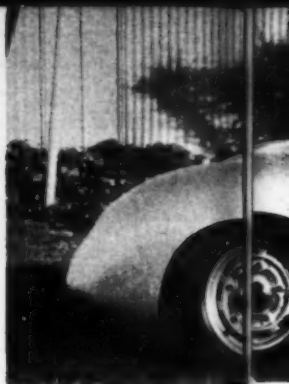
MALTESE

Masterpiece

Painted in an elegant yet tasteful shade of Platinum Pearl by owner Dean Jeffries, his '58 Porsche "Carrera" coupe at once embodies the flavor of the custom with the accent of the concours sport car. Immaculate in every detail, Jeff was exceedingly careful to put his efforts into detailing the various parts of the car necessary to its operation or such added parts as to make the car more comfortable and practical. Chrome tape and glitter would be superfluous and non-functional, literally cheapening the high quality appearance.

Despite the serious look about the coupe which appears as though it might have been prepared as a factory team car for Le Mans, Jeff's humor shows forth in such details as the Maltese-style cross used as a German decoration for valor located in the lower rear corner of the rocker panel. A famed stripper, Jeffries has left his personal car free of such embellishments except for art work on the tire cover in the forward deck.





photos by barris

Dean shows car frequently and drives to and from home and new shop at Sunset and Ivar in Hollywood, California. Top vents are functional, well designed. Rear light shows upholstery work in silver and black Naugahyde by Eddie Martinez in simple pleat and roll design. Below, quad Lucas lights are deeply tunneled in extended nose. Rear shot reveals new air duct and grille of round rod, hand-formed taillight lenses, and four exhausts.

Engine compartment at lower right is typical of detail work throughout car. Highly polished Carrera engine (same as found in Spyder racing cars), drilled hinges, and scrolled aluminum panels on firewall, inside hood and on all door jams reflect many hours of labor and much patience typical of owner's work. Metalwork by Barris indicates versatility of this shop from standard nose/deck work to true custom paneling. This gets our vote.

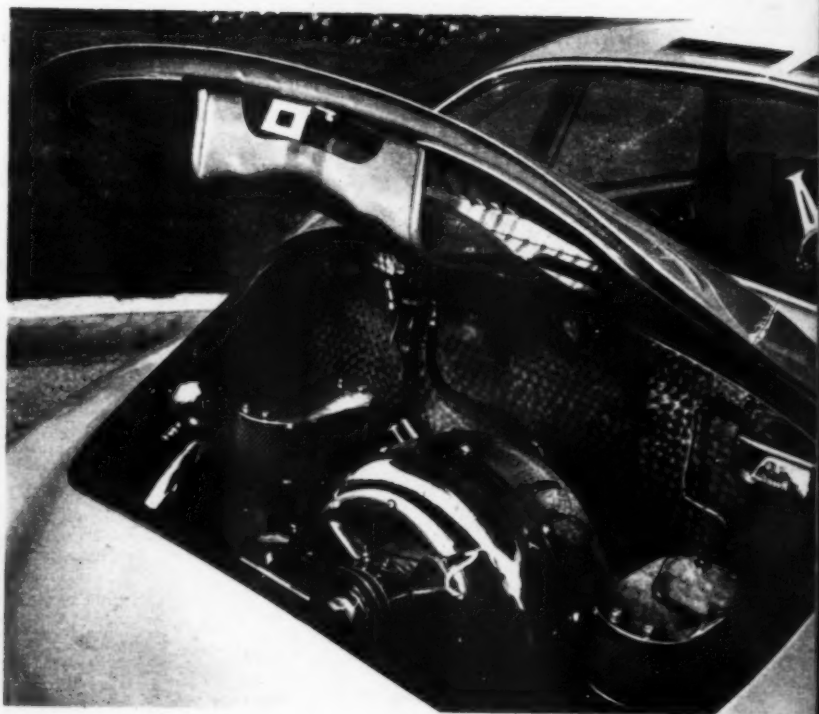


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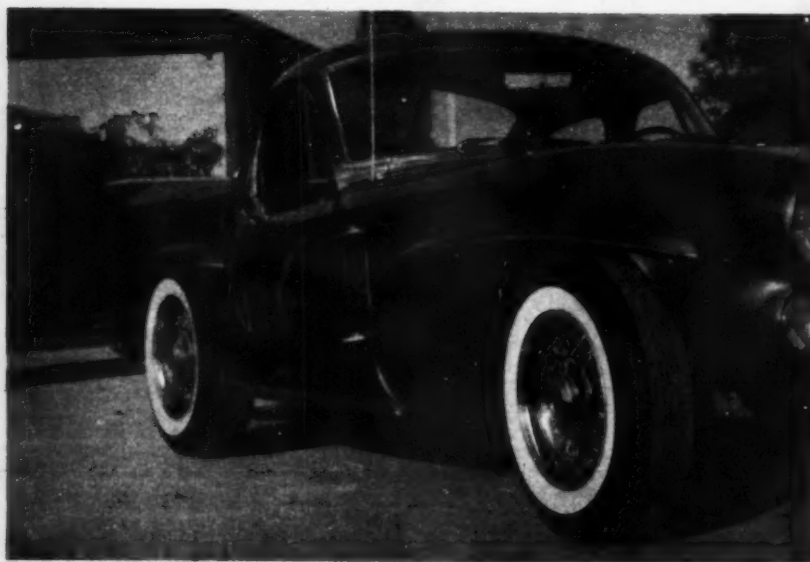
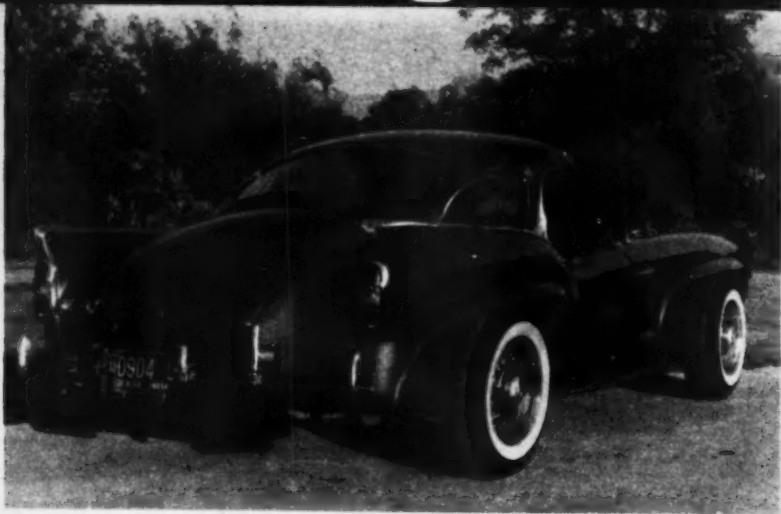


MALTESE

Masterpiece



rod & custom COVERage



***built in america by americans,
this custom coupe is only...***

FOREIGN IN FLAVOR

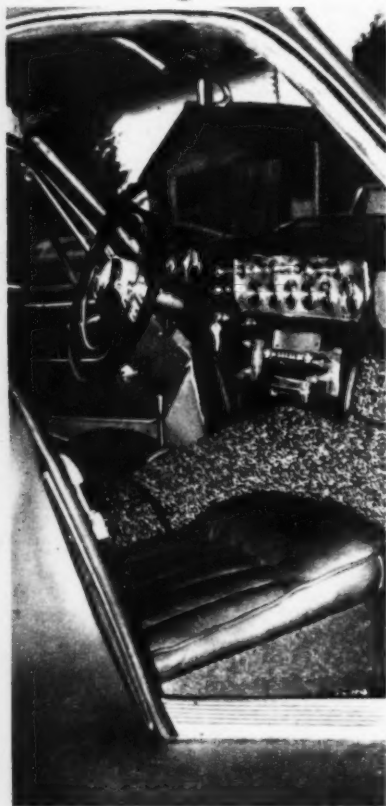
Bob Selix couldn't find the cash for a Mercedes 300SL so he took five years of spare time plus two handfuls of ingenuity and built an American sports coupe styled after the German make. Panels from many Detroit cars went into the construction and were blended into the smooth contours that are seen here.

photos by bud lang

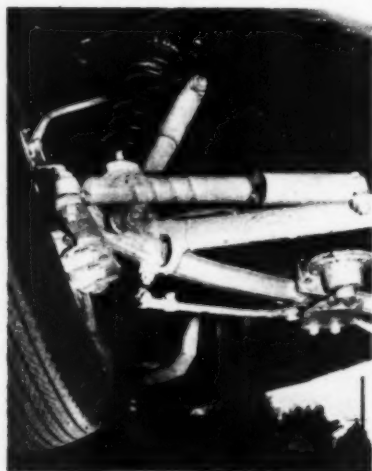


FOREIGN IN FLAVOR

continued

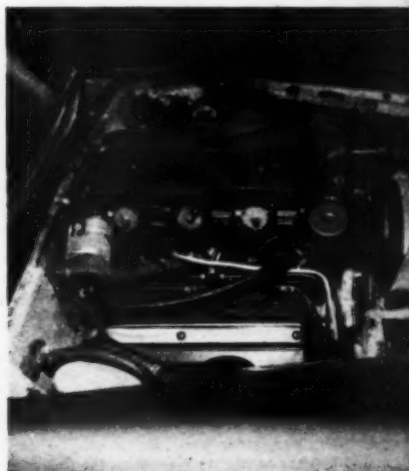


Interior of Bob Selix' car was done by owner in red and black. Neatness is seen throughout. In photo above, lines of '42 Buick front fenders, '50 Buick rears capped with '57 Chevy fins may be discerned. Deck lid is from '41 Studebaker, grille is '53 Packard. Concave fender flares are '36 Chevy top sections, while top itself is made of Olds and Chrysler parts with '48 Chrysler rear light (window). Windshield is '50 Olds. Taillights are DeSoto. Paint is violet lacquer. Selix made own box-center frame from 6" channel.





Chassis and engine details in lower row of photos show more of painstaking effort and thought. At left is front suspension with independent action made by cutting '36 Ford axle in half, horizontal shocks added to aid steering. Steering is '52 Buick with adjustment under dash for wheel in-out, up-down movement. Rear axle has Chrysler center section, is of half-swing design. Brakes are '53 Imperial, formerly inboard till cooling problems arose. Engine is '51 Chrysler with Weiland triple manifold hooked to '57 Dodge auto-transmission.



GLASS- BODIED GOER

—and a handler as well

photos by franklin pierce
courtesy hot rod magazine

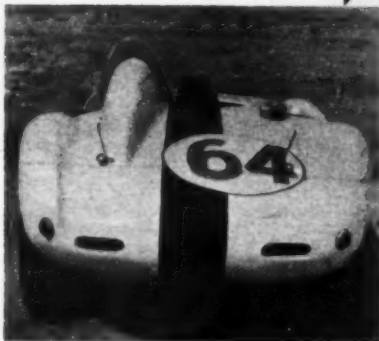
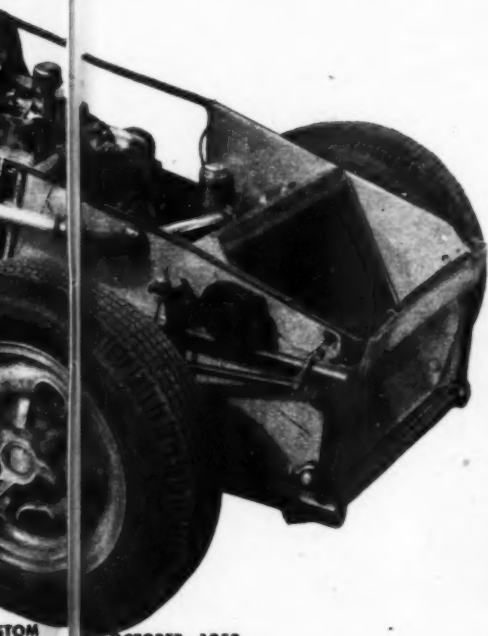


The Knoop-Huffaker Special is no toy, having shown the short way home to a host of cross-pond racing sports cars. Selected as one of this month's cover cars, the bright yellow paint surrounds the modified Devin fiberglass body of one of the finest looking Specials to be found. Equally as fine in the detailing is the intricate chassis, where infinite care was put into every part. For a glimpse at what it takes to win, let's examine the details.



rod & custom COVERage

Built from an original design by Joe Huffaker of Novato, California for sportsman-driver Fred Knoop, the Special features Hilborn-injected Corvette engine, De Dion rear end, Hallibrand magnesium wheels and knock-off hubs. Gear box is '55 C-Jag 4-speed. Wheelbase is only 90" and treads are near 50". Builder Huffaker is well known in track roadster circles and used hot rod experience in building car. Prime difference in sports car Special and hot rod is design of body. The construction is alike.

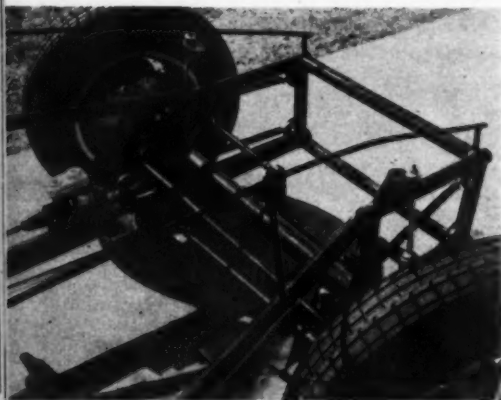




GLASS- BODIED GOER

continued

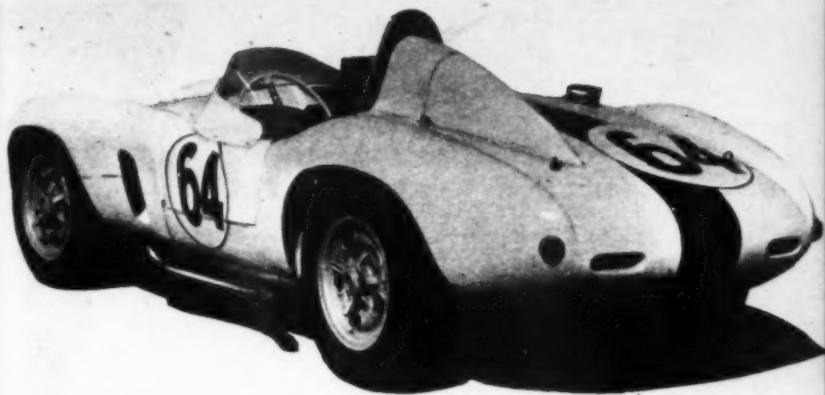
Basis for clean Italian-lined body is Devin Riberglass unit made in El Monte, California. Company builds a size for most chassis.



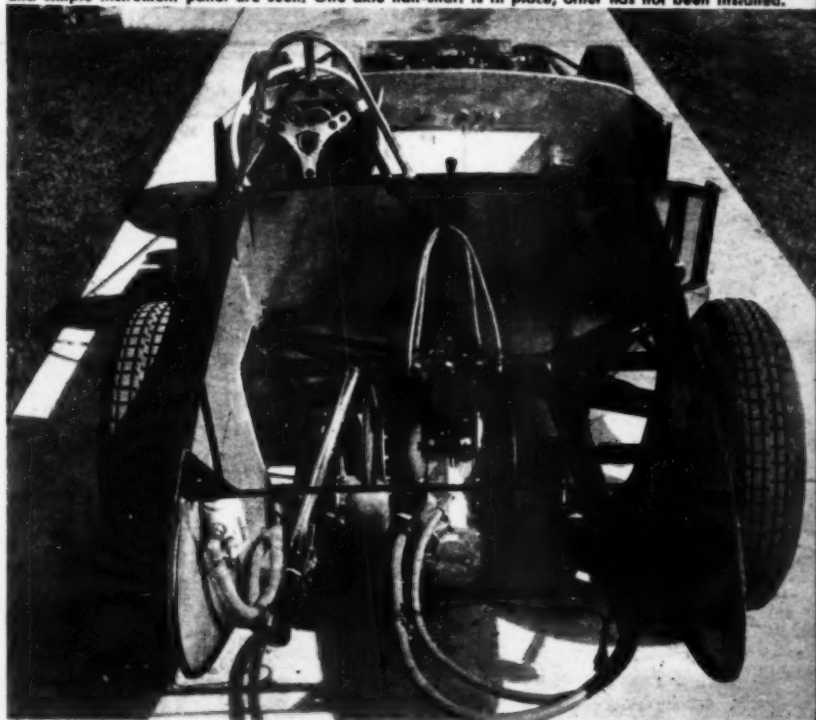
The chassis involved here was built of Shelby tube. Lower tubes are 3" dia. x .062 wall and top tube rails are 1½" x .062. Space frame construction has advantage of high strength with low weight. DeDion tracking bar to keep rear wheels parallel is seen at right behind car. "Safety pin" rear springs are used.

Front Suspension is excitingly simple. Straight tube axle holds '48 Ford truck spindles mounting Halibrand spot brakes, mag wheels. Location is by trailing arms, springs by transverse-mounted torsion bars (not shown here). Shocks are Monroe and steering box is '55 MG TD. Aircraft control U-joint on steering shaft stub allows change for wheel position.

ROD & CUSTOM



Aft view taken during construction shows many design details and aircraft-type workmanship. Aluminum paneling is screwed to frame stringers. Inboard disc brakes, differential mount, fuel filter and simple instrument panel are seen. One axle half-shaft is in place, other has not been installed.





SPORT KART

GO KARTS BY CHAIRS PRILEY

IN A SERIES OF EXPERIMENTAL

10th



Putt-Putts

for progressives



SEPTEMBER, 1959

31

the ODD ROD

By Carl Kohler

(author of: "How To Chop A Corvette And Still Have Something Left")





PRUNELLA MEEBLE sat at her end of the sofa with arms determinedly folded across her considerable chest and a stubborn light gleaming from her narrowed eyes. I sat at my end of the same sofa, still confused as to exactly how this ridiculous misunderstanding had gotten into Romanceville.

"Look, Pru-doll," I said pleasantly. "I just ain't the *type* to drive a sports-car. What's more, I know from exactly nothing about these rally bits."

Pru looked down my end of the sofa, but her expression was still as hard as reinforced iron.

"I have *always* wanted to ride in a sportscar rally and I intend to ride in the one being held next week," she declared. "And if you don't think *enough* of me to provide the transportation, then I'll just plan on riding in Terwilliger Smythe's wonderful little Triumph TR-3."

"B-But, doll, be *reasonable*!" I

pleaded. "Those rally cats won't let me enter any of my cars in their crazy old contest!"

"Then," hissed Pru evenly, "*get a sportscar.*"

I am a guy who can recognize an ultimatum when it's hurled at my face. Leaving an unyielding Prunella Meeble still sitting stiffly upright at her end of the sofa, I pointed the striders in the direction of curbside where my modified '55 Merc was faithfully waiting for me under the bright California smogshine.

As I toiled down the street, away from my beloved's pad, I glanced in the rearview to see a cream-colored Triumph TR-3 ooze around a corner and sneak into Pru's driveway. *Man*, I thought dismally, *snakes don't travel around on their bellies anymore. That one makes the old scene in real style.* The idea of my doll setting foot in Smythe's iron kept an unpleasant

continued on p. 34

the ODD ROD

continued



taste in my mind all the way downtown to the sportscar agency.

Inside the showroom, I began wandering around between the shining kemps. They were really something. They didn't have the kind of wow you feel when you stand next to a really sharp customized car, but there was enough sparkle and sweeping line to them to give even a nonsportscar-fan like me the mild jingles.

Suddenly, this haughty-type stalked out of the office and bent a phoney smile in my direction.

"Ahhh! The young gentleman is interest, perhaps, in one of our finer models?"

"Well, it's like I gotta make a deal for one of these snobbish bombs outa necessity, man."

One of his eyebrows climbed toward his scalp, but the ersatz smile stayed pasted in place under his mustache.

"May I suggest the magnificent Alfa Romeo 2000, known affectionately in all the better sporting circles as the invulnerable 'Spyder,'" he crooned, leading me over to a low-slung job that looked like something designed in Wildville and shipped to the States to quiet the hysterical natives. It was a pretty soothing little piece of iron and I walked around it, popping my orbs

at all the glitter and foreign-type goodies it displayed.

"How much for this insect, man?" I asked.

"Insect?" Both his eyebrows headed for his scalp, and the phoney smile quavered dangerously.

"Yeh, this Spider two-million or whatever it's called," I said nervously. "What's the tariff, the cost?"

He consulted a list in his manicured paw.

"A mere \$4,998.00."

I sat down quickly in a nearby chair. I had to.

"How much will you knock-off in trade for that gorgeous custom job out there at the curb?" I asked, still feeling kinda faint.

"We cannot take *that* sort of vehicle in trade," he informed me, looking hacked in a refined way. "And, now, if you will *please* excuse me—" He stalked off toward his office, leaving the peasant—me, Homer Framm—to find his own way out of the maze of jaunty bombs.

I spent the rest of the afternoon making all the sportscar showroom scenes without anymore success than I'd had in that first joint. All the cars were priced at wild rates and nobody wanted my iron in trade. I even offered to toss in my lakester, a couple of times, but I still came out real nothing. By five-thirty, I'd hit every showroom in town and I was plenty convinced you had to have bread in order to get anywhere in the sportscar world of commerce. Even the secondhand models were priced at rates I won't see, in a lump sum, in my lifetime.

When I get depressed I usually head for *The Brody Inn* where the scoff is just bad enough to remind me there are worse things in this world than my crummy troubles. I was hunched dejectedly over the counter, chewing on a leathery burger and wondering if it could be *really* unethical to put that slimey cat Smythe in an unfit physical condition for driving around with my doll, when my buddy, Dipstick Dunn, slid onto the stool next to me.

continued on p. 70

ROD & CUSTOM

what every business needs is a reworked mercedes to guarantee ...

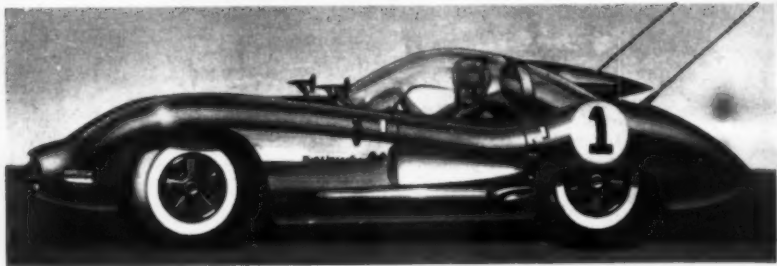
A FAST DELIVERY

One of these days you may be casting about for a new and lucrative business to get into. Thinking it out, you decide that the Chinese hand laundry is a natural to bring in lots of bread, so you make the scene. It's a natural—hardly nobody is in it anymore and for exclusive-type calls like R&C's readers the personalized service would be as popular as West Coast Jazz. The good word is "service" so to make like fast delivery bring out that old Mercedes 300SL you don't drive much anymore and start modifying it a little. This is certain to establish your shop's status.

illustrations by bruce billings

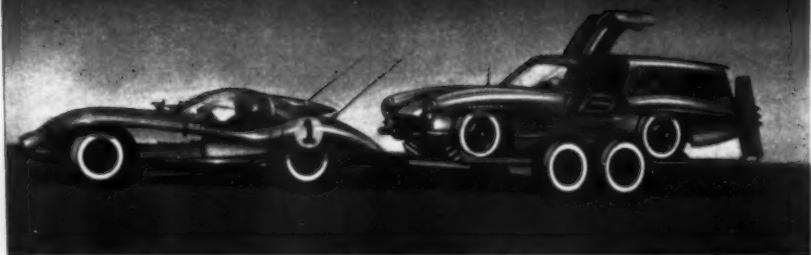


A FAST DELIVERY continued



Now like the elegance combined with a practical car that goes anywhere. White-walled mud and snow are the answer with twin mirrors and MoPar mirrors to add that certain something. Below, another project... your outdated '57 Bel Air 4-door hardtop is made into a dual-cowl photon. Take off the top and install two rear windows backward. The slant and width are correct.





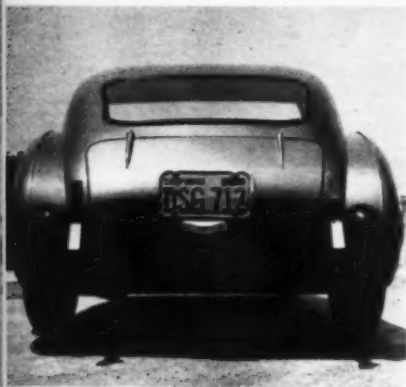
Adding a panel delivery cab to your 300SL just behind the doors will be an easy job for anyone with a few simple hand tools and a small amount of time and patience. An apropos name for your new company should be emblazoned on the side with final color a brilliant oriental yellow lacquer. Since you will be in competition with other laundry and cleaning establishments, the use of competition stripes on the upholstery is permissible. You may wish to tow your 300SL on a mag-wheeled trailer and the use of the Chevrolet Corvette SS is encouraged. If by chance your mother is a racing fan like artist Bruce Billings', let her drive.

Hah-ee! Your delivery girl Suzie Wong, who works part-time in the during the hours she's not appearing in the Broadway musical that bears her name, has just had a flat tire. Fortunately, several of our very helpful readers came along to lend a hand. They were fascinated by the air '59 Cad taillights on the top and rear windshields of the Saloon Delivery. Their own stock appearing Cadillac Eldorado has a feel injected Corvette.





photos by baris



Rear view at left shows detail of new deck lid and recessed taillights. Left, above is plexiglass side curtain with formed vent.

ROD & CUSTOM

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OCTOBER

HARD TOP

for a

Healey

roadster no more, here's all-weather comfort

Gold Dust lacquer covers same fine metalwork by Vann's Auto Body of Berkeley, California who fabricated and attached the aluminum top for this '54 Austin Healey 100. Two months of effort were required to convert the roadster into a coupe which appears to be a factory "one-shot" on initial observance. Gordon Vann is well recognized as a custom body builder with many complete bodies or major reworks such as this having rolled from the doors of his shop.



y deck
above
vent.
CUSTOM

Front of Healey has been changed to incorporate new grillework using '55 Chevy checkerboard set in neat chromed frame. Nose forward of hood line is higher than stock. Necessarily husky nerfs house park lights and protect too fragile front end. Exhaust is set into the fender.

OCTOBER, 1959

combine a classically styled french coupe with a small american V-8 and you've got a goin' ...

Simca / 60



photos by barris



Truly in Concours condition, Roy Dobbs' Simca Huit coupe has been a constant show winner in the sports car world for four years. Basically the same clean body which won it a place in the Metropolitan Museum of Art's "Best 100 Designs," this '46 model has been treated to a deep purple metallic paint with black underbase for depth. Ford V-8 "60" engine is fitted with 4 S.U. carbs in neat installation by owner.

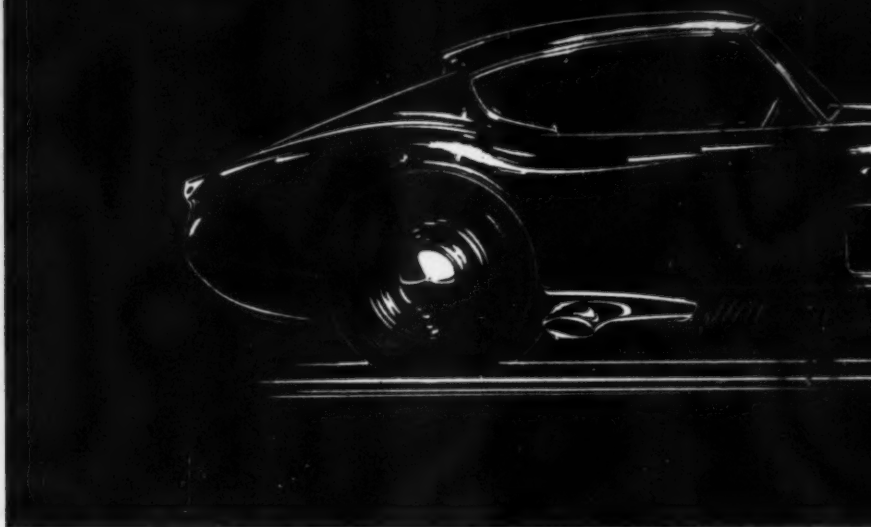


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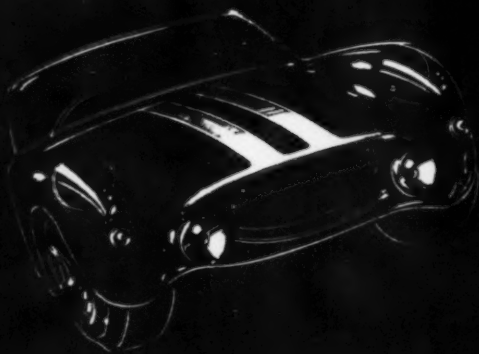


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Illustrations by Charles Pelly

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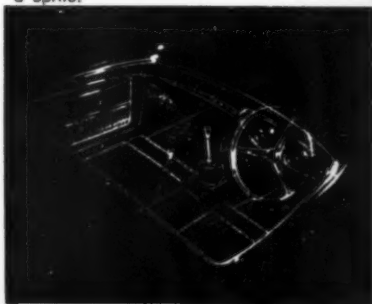
ad



One of the low-priced cars offering much promise on the sporty car scene is the new Austin-Healy "Sprite." In rare form as delivered, the sprightly Sprite lends itself admirably to going the route with a spaghetti-flavored theme and out-styling the Italian coach builders.

Put on you Carrozzeria clothes (Levi's, T-shirt, beach sandals and welding goggles) and let's get started. Un-bolt the hood ornament-like headlights and save the lamps for insertion into the fenders. Several ideas present themselves—depending on what you intend to use the car for. If you intend to take your fair lady to see "My Fair Lady," go the coupe route—Gran Turismo, natchery. Carefully snip the top from an old Ferrari and you're in business. If no Ferrari or you like to be ingenious, build one from fiberglass, old Chevrolet tops or in best Dry Lakes tradition—cardboard. Engine vents are cut into fender sides with ducts leading to the mill. If cheap or lazy, flat black paint is equally effective except at close range or where cooling is concerned. Competition stripes

should be applied in gaudy colors only (flat black indicating only semi-competition). Don't forget to hang the business end of a pipe out the side at the back end of the rocker panel. Use flat black paint inside or if you're the sincere type, actually hook it up and things will take care of themselves. If you really want to impress innocent bystanders, paint "Monte Carlo or Bust" on the side and put lots of keen lights on the front around the grille. For all-out competition a second-hand Pontiac "Club De Mer" individual windscreen, full metal tarp and headrest will fit you into the knowledgeable group. No badge bar is necessary as this establishes your identity as a loner rather than a joiner and you will be sought after, offered invitations to "come with me to my club—obviously you don't belong," etc. Or... if you really like these sketches... you could fix up a Sprite.



STOM



Itinerant designer and noted beach bum C. Pellini has been brought to the readers of R&C at great expense and here sets forth the latest Continental styling trends found during his travels. "Beachnik" Pellini says, "These are the things... I fell in love with abroad."

1...PORSCHE

The corners of the heavy looking front end are cut away and the stock parking light unit re-installed... except now it floats in open area.

2...M.G.

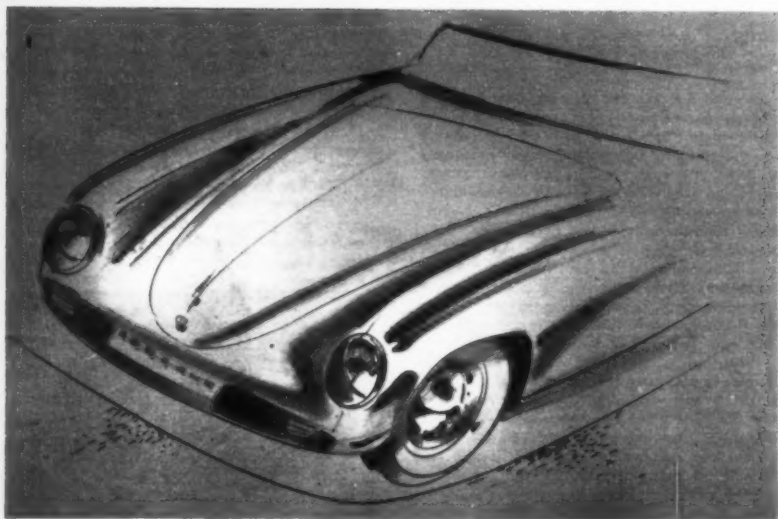
The bumpers have been removed and a new grille has been cut into body. A set of Lucas running lights are added and extra air scoop cut under the lights for added brake cooling.

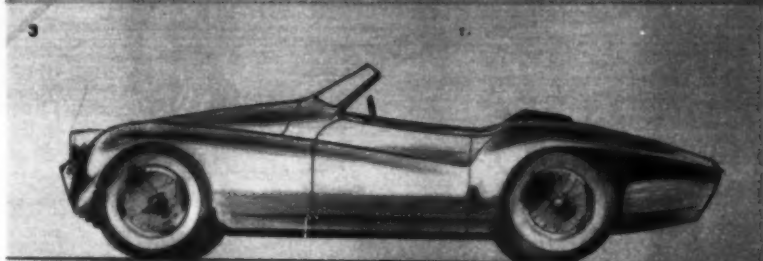
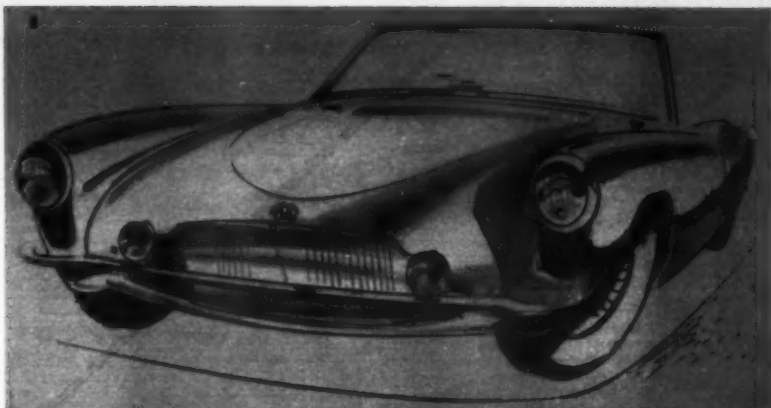
3...TR-3

By raising the door and cutting away the rear fender the TR-3 begins to take shape... next windshield is raked back and smoothed into body. Exposed hinges remounted underneath.

4...VW

The accent here is on compactness. Running boards have been removed and replaced by stainless steel which wraps from the bottom of the door to the belly pan. The taillights are Porsche and bumpers are from a Ford Consul Pick Up. The license plate is recessed into the rear deck. To rid the car of gas fumes there is a small grille in front and two louvers on top of the hood to exit air fumes in the car.





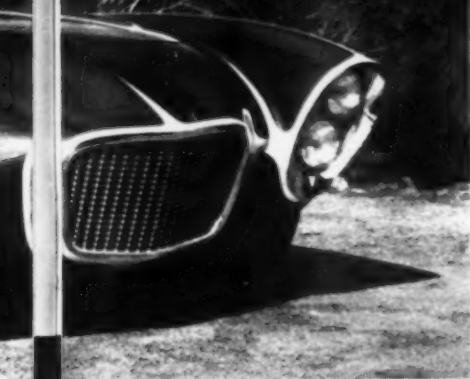


Five months were required to transform Bob Moreira's '57 into the gleaming showpiece above. Brunt of the 'glass-work was done by Bob McNulty, well-known fiberglass specialist in Castro Valley near this car's home town of Hayward, California. The owner did the design work, the sanding, and priming.

Fuel-injected mill carries a full load beneath chromed exterior, as evidenced by the 113 mph trap time in $\frac{1}{4}$ mile drags. Four speed transmission helps boot it down the chute for quick e.t.'s. The Chevy was nearly totaled out and rebuilding dictated mild custom treatment. The fenders were extended in front and rear with Lincoln quad lamps in front, Dodge quad units in back. The Studebaker Hawk grille fits theme nicely. The Burgundy lacquer is set off with white top and mild scallops. The wheels are chromed, with reversed rims and bullets to fill the centers of Edsel caps. Spotlights are famed Appeltons.

ROD & CUSTOM

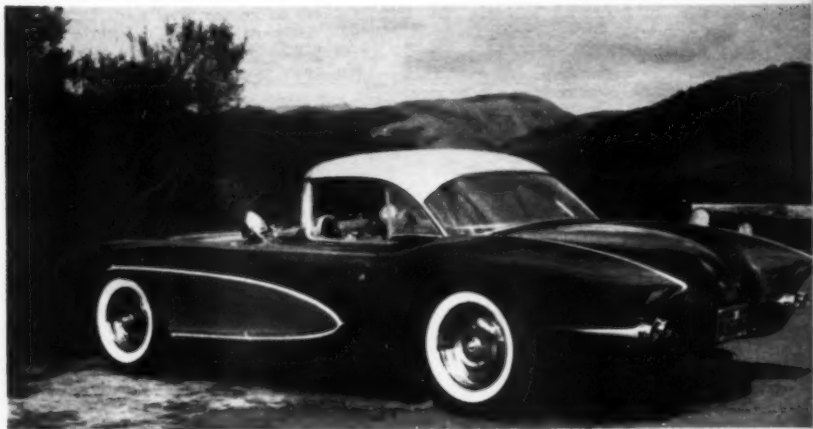
Well lowered Corvette has $2\frac{1}{2}$ turns cut from front coil springs. Just barely seen is the all white interior by Bob Cluz of San Leandro. The rugs are white and black. Interior chrome includes accented glove compartment, ash tray.

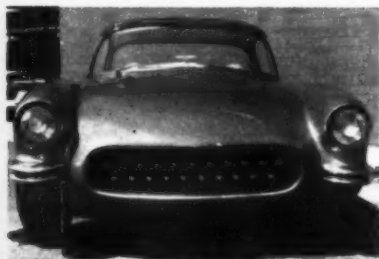


CORVETTE Custom #1

facelift for an injected 'glass bomb

photos by barris





One of the cleanest 'glassboats to date is Mike Sparrow's '56 with resinwork by San Joaquin Valley's Gene Winfield. The Modesto metalman's handywork with glass makes this Corvette a real winner. Fenders are 8" longer.

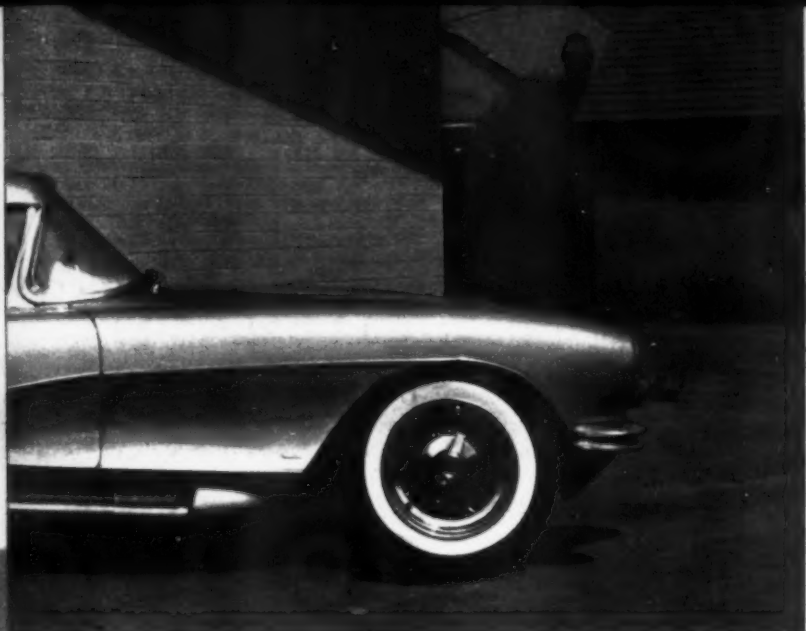
Funneled grille cavity encloses 35 bullets mounted on stainless steel mesh. Eight months were consumed in getting everything in shape and putting on the lime gold lacquer. Nose has been elongated 10" for gentler slope.



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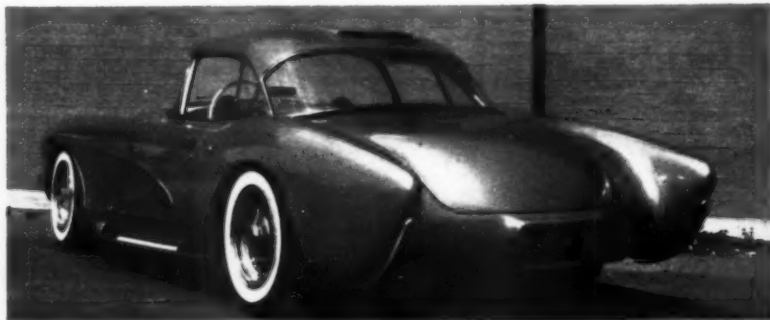


CORVETTE Custom #2

with a funnel in front and a tunnel on top

Rear view shows off new fender shape, square rod nerfs, license guard. Top vent repeats shape of radiator duct for design harmony. "Kickstand" side pipes exit from body thru neat blisters. The interior is white and gold.

photos by barris



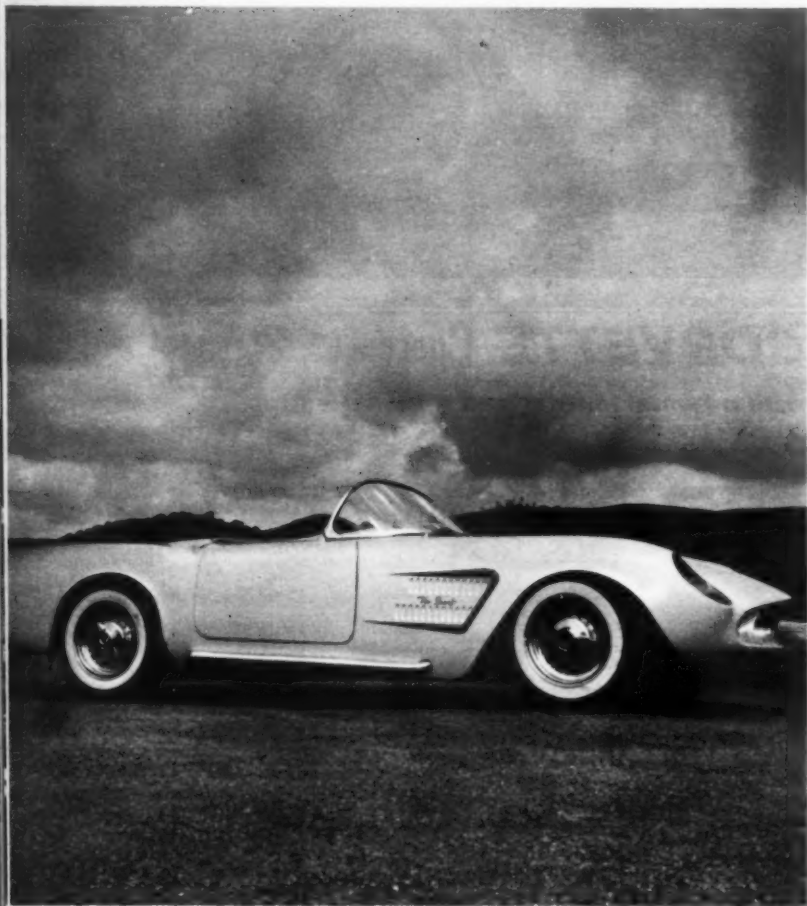
OCTOBER, 1959

CORVETTE Custom #3

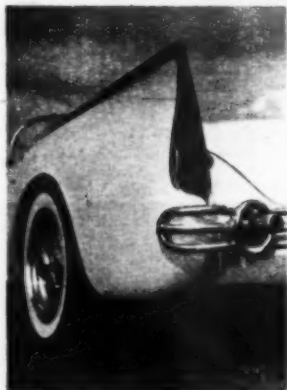
restyled first model gets the long look

photos by barris

"The Shark" is Bob McNulty's calling card. The squat lines of the 1955 Corvette have been effectively lengthened by this young (21) man who is recognized as one of the best 'glassmen anywhere. Bob's workshop is located in beautiful Castro Valley, California.

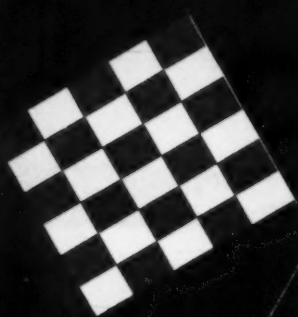


Two years time was spent in the modification. The grille uses '54 Kaiser components in a much extended nose which fair into the longer, lower fenders. Chrysler Imperial wire wheels add to sports car appearance. Paint is pearlescent purple, the interior is purple and white. Gold trim is used exclusively.



Tail fins jut upward and outward above hand-made nerf bars. Tinted taillights have home made lenses. Aluminum hood and side panels are home made. Appearance is anything but home made. Corvette V-8 mill is factory made with added goodies in form of three pot manifold with Strombergs, Magnspark Ignition, and chrome parts cropping out all over the place.





by BOB
TUPPER



"He wasn't interested in anything but sports cars, until I started putting a few drops of gasoline behind my eyes."

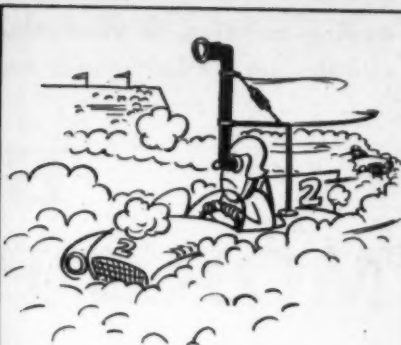


"Now, if the fuel line should plug up... do you know what to do?"

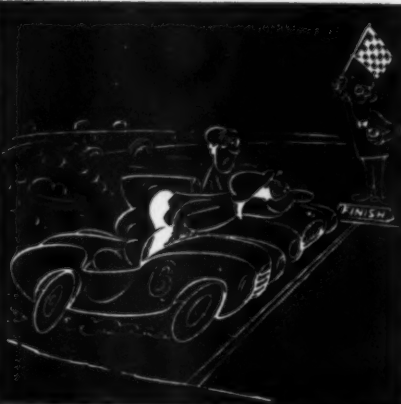




"You're hitting the hay early today, Anderson?"



"It doesn't seem to be handling just right!"



"I said, the race is over... you won it!"



"Oh, it's you, Frank... I thought I heard someone knocking!"

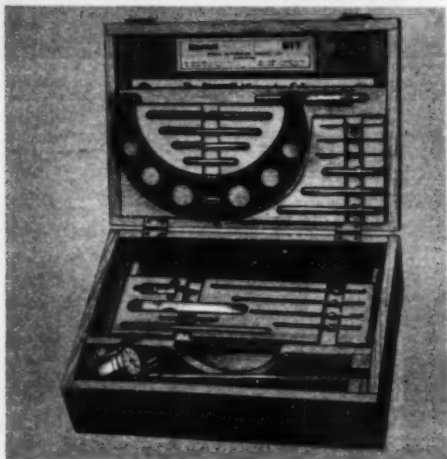
engine building or machining a special part for your streamliner or kart these tools help you...

BE MORE PRECISE

We are living in the age of the precision fit. Less than a century ago a good eye and a sharp knife were the only requisites to build or repair a lock pin in the axle of a Conestoga wagon making the trek westward. In this same area on the modern automobile precision bearings require fits measured in ten-thousandths of an inch. A person who wishes to do his own work on his car these days must be equipped to measure the minute variance between a good job and a poor one. Rodders have prided themselves for

years on their exacting tolerances, enabling them to garner more horsepower and longer life from production components. Many different devices are now made to accurately measure distances, angles, thread sizes, diameters, radiuses and speed. All those shown here are necessarily of high quality by reputable manufacturers. When you buy precision, don't forget that there's a lot of difference between a dollar watch and a 17 jewel chronograph. If you want accuracy you must have top quality.

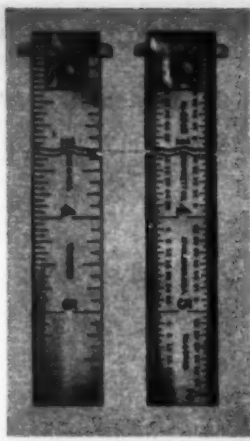
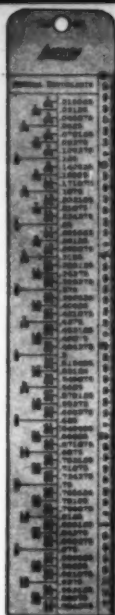
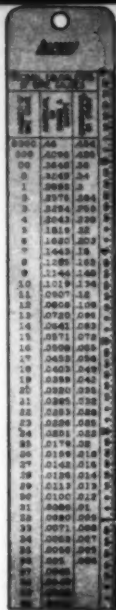
BASIC SETS



Several basic sets are illustrated. Directly above is Brown & Sharpe's set #848 of standard tools, ideal for students and apprentices, which sells for just over \$30. At the left is Starrett's Automotive Service Set #5917 in a wooden case, one of several sets in this line that's ideal for the serious rodder.

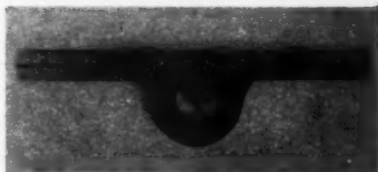
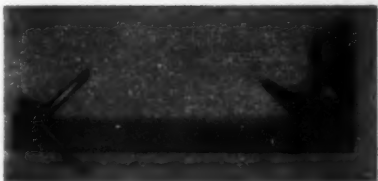
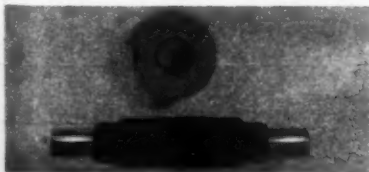
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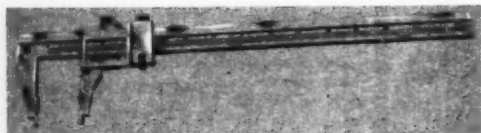
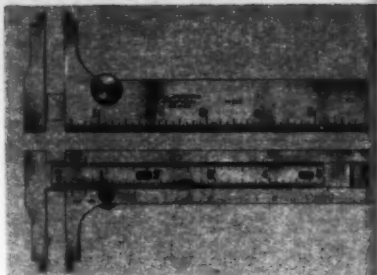
RULES AND SQUARES

Simplest of the precision tool line is the steel rule. Available in flexible or tempered, usual lengths are 6" and 12". Some include tables of decimal equivalents and much other valuable information. Popular hook rule at upper right has four graduations and adjustable, removable hook. Just below it is a double steel square by Millers Falls with adjustable sliding blades including a rule, angle and narrow $\frac{1}{8}$ ". Next down is their combination square with beam head, center head and protractor, in that order. Levels are incorporated into the beam heads and protractor. Directly below are two types of standards, the round one-inch and another typical of longer lengths which is protected in rubber to prevent changes from hand heat or by rolling. A must for checking micrometers.



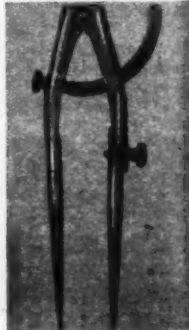
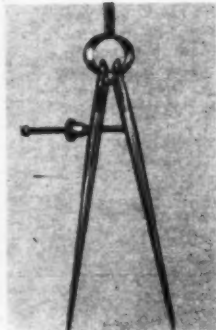
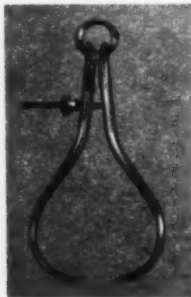
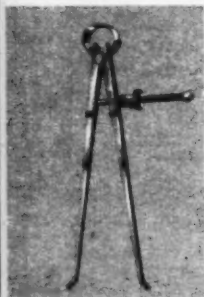
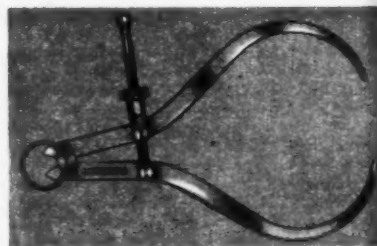
VERNIERS

Somewhat more complicated than the rule are the pocket slide calipers and verniers. Both measure inside and outside diameters accurately from as low as $\frac{1}{16}$ " i.d. The Browne & Sharpe vernier calipers below measure to one-thousandth of an inch (.001"). Prices range from under \$10. for good pocket slide calipers to over \$125. for verniers in protective case to assure consistent accuracy.



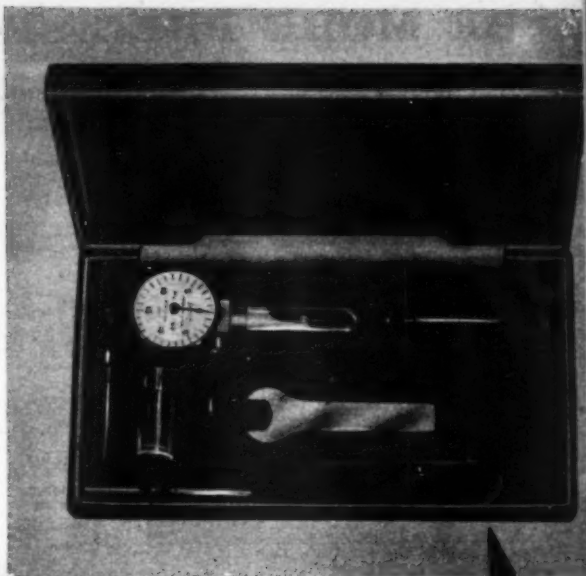
CALIPERS AND DIVIDERS

Spring type calipers and dividers are made by all the major firms, differing but slightly in basic design such as having a solid adjustment nut or the spring nut for faster settings. At the left below are inside calipers by the L. S. Starrett Company in their square legged "Fay" line. To their right and at the direct right are outside calipers in the round leg style by Lufkin and flat from Millers Falls. Two styles of dividers are pictured: Lufkin's Toolmaker's spring type and the wing dividers with replaceable legs by Millers Falls.



BE MORE PRECISE

continued



DIAL INDICATORS

Dial indicators are used to measure such things as valve lift, flywheel concentricity and wobble, out-of-round conditions in cylinder bores (such as the special cylinder gauge #452 by Starrett shown at the right), crankshaft distortion and cylinder Top Dead Center. Some types are thickness gauges and most come with a variety of adaptable mounts, backs and bases available, including magnetic.



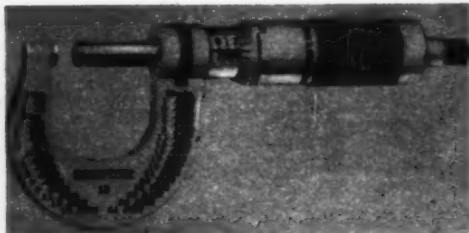
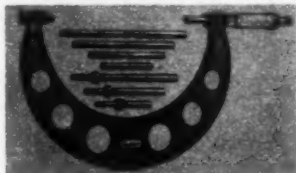
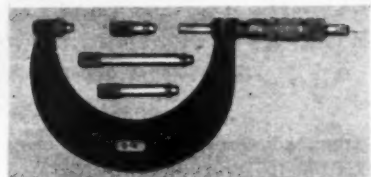
BE MORE PRECISE continued

MICROMETERS



OUTSIDE MICROMETERS

Perhaps the best known of all the precision tools is the outside micrometer. Much more than just a fancy C-clamp, these most necessary instruments come in a number of sizes and in the larger span include many various length anvils for versatility. Features of the best "mikes" include lock for setting and ratchet stop on the thimble as well as a speeder for fast settings. These micrometers read in 1/1000th of an inch. Some finer types as the Millers Falls above, right have spanner wrench to adjust tool in compensation for wear. Obvious use to rodger is "miking" crank throws and main journals, piston diameters.



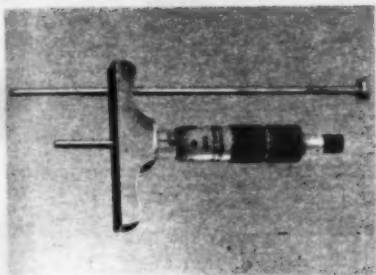
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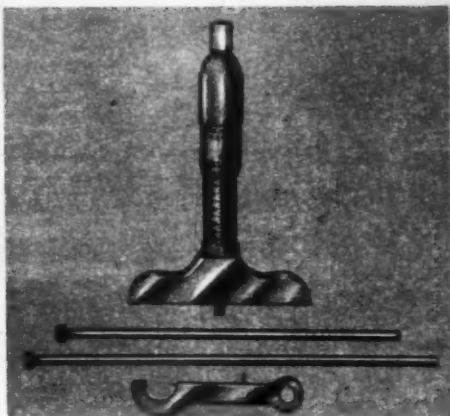
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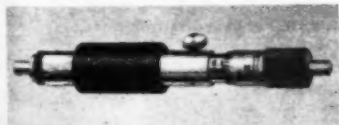
MICROMETER DEPTH GAUGES

Check out small hole depths or big ones, shallow or deep ones. The interchangeable measuring rods permit versatility with one micrometer. Features are the same as on outside "mikes" including setting lock, ratchet stop and wear compensation adjustment.

All photos courtesy Miller Falls Company, The L.S. Starrett Co., The Lufkin Rule Co., Brown & Sharpe Mfg. Co. and the Central Tool Company.

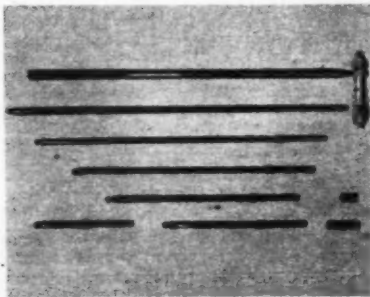
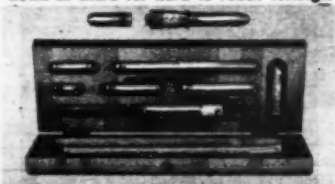
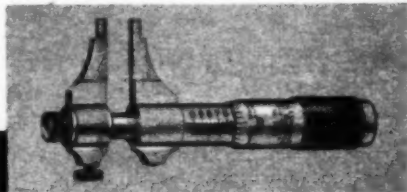


more tools on page 64



INSIDE MICROMETERS

Insides of cylinder walls and other hole diameters come under the scrutiny of the inside "mike." The inside micrometer caliper catches very small holes, other sets shown have replaceable extensions for extra long measurements. The long handle allows getting way down in there for hard to reach settings.





DO IT NOW!

Car Clubs Open Drive for Safe Winter Driving

With freezing winter weather just around the corner, members of the nation's 80,000 car clubs are taking the lead in urging motorists to winterize before it's too late.

To set the right example, car club members, such as Kurt Wiese (left) and Dick Scritchfield, protect their own cars first. Wiese is taking the essential precaution of adding anti-freeze to his carefully manicured car, a restored 1928 Model A with a Corvette engine featured in the August Rod & Custom. (Radiator cap outside hood is dummy; true cap is under hood.)

Car club members are volunteering their services in several ways to call attention to the approaching sleet and snow.

Some car clubs set up voluntary safety checks for drivers in their areas. These checks help eliminate such wintertime likelihoods as poor vision due to faulty windshield wipers or defrosters and discomfort caused because of unconnected heaters.

Other car clubs establish crews to install anti-freeze or put on chains free of charge, two ways to help motorists avoid damage and danger.

Although these measures help many motorists, most car clubs that participate in the winterizing programs urge that car owners take their vehicles to their servicemen for a complete job. Their chief aim is to draw attention to the advantages of early winterizing for safer and more pleasant cold-weather driving.

ROD & CUSTOM • OCTOBER, 1959

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for the better of the sport ... **KART MANUFACTURERS ORGANIZE**

During a two day meeting held in St. Louis, Missouri, June 14-15, the principle manufacturers of the motorized sport phenomenon, the kart, joined

together in formation of the American Kart Manufacturers Association, devoted to furthering the cause of the sport, maintaining a high level of

photos / Lynn

continued on p. 63



Meetings of kart manufacturers in St. Louis followed initial conclaves in Los Angeles where formative groundwork was laid. Many differences were resolved and closer association will result in better, safer karts.



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ARINCEE by MILLAR

LOOKIT WHO'S DRIVIN' A SPORTSCAR...
DA DIRTY BIRD... BOO! ... HE DONT
THINK WE SMELL GOOD NO MORE.



HE THINKS HE'S TOO GOOD FEAR US...
BOO! A SOCIAL CUMBER.. HISS...
BOO! HISS... BUM!



BUT OF COURSE
WE KNOW NOTHING
OF YOUR SOCIAL
BACKGROUND...

AFTER ALL OUR GAY LITTLE GROUP IS
SELECTED... YOU'LL HAVE TO PROVE
YOURSELF OLE BEAN... BY MEANS
OF A SPEED CONTEST....



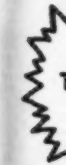
YOU MUST PROVE YOU'RE A TRUE CORN INCHER
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OCTOBER

KART MANUFACTURERS

continued from p. 61
design and construction safety standards, and improvement of business conscience and public relations practices. Representation from all parts of the country assured that needs and desires of all kart manufacturers were brought before the group for discussion and resolution. By-laws were adopted and elected officers and directors again reflected the national scope of the organization with all regions represented as were companies both large and small.

President-elect is Mr. Francis De Rocco of *Cad-Kart*, Los Angeles — one of the smaller companies, with Paul

Treen, New Orleans, as Vice President, representing Simplex Mfg. Co., a large manufacturer of wheeled products in the south who recently entered the karting picture. Secretary of the AKMA is Stanley Fox of *Fox Go-Boy* in Janesville, Wisconsin, one of the initiators of the organizational movement. Mr. Bill Reed of Reed Engineering in Los Angeles, builders of the *Cool Kart* is the Treasurer.

Other directors are Grady Berry (Cummings *Putt-Nik*), Washington, Ga.; Herb Rupp (*Dart Kart*), Mansfield, Ohio; Albert Christiansen (*Acer Racer*), Cockeysville, Md.; Don Bob-erick (*Go Kart*), Azusa, Calif.; Lou

continued on p. 76

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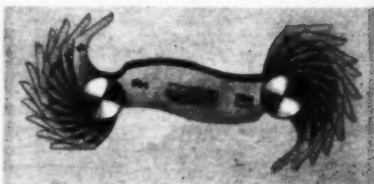
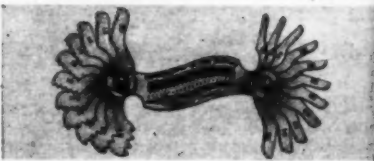
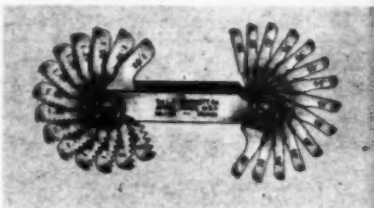
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BE MORE PRECISE

continued from p. 59

THREAD GAUGES

Very handy for the fellow who does a lot of tap and die work is the screw pitch gauge for determining the number of threads per inch of a given nut or bolt. All sizes from 3½ to 74 threads may be measured with a combination of these tools, but for most, the standard set of 22 common sizes will suffice. Some sets include a lock to hold the gauge in place and prevent it falling back in the set.

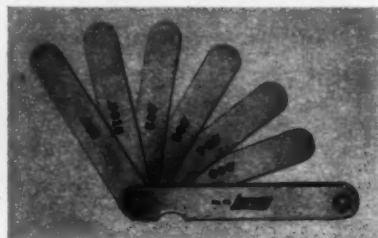
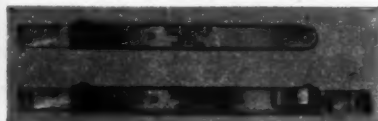
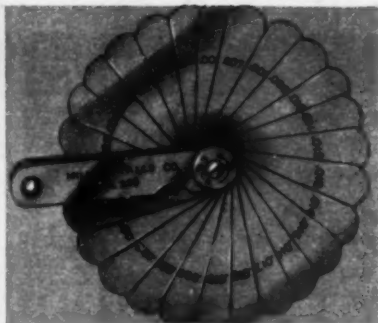


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THICKNESS GAUGES



Thickness or "feeler" gauges come in a variety of styles. Some in sets from one-and-a-half thousandths on up as at the top, in rolls to be cut off and held in single or double end handles for production work, in small sets containing special sizes used in certain jobs and in short sections of varying length, handy for checking valve clearances and so forth.

continued on p. 66

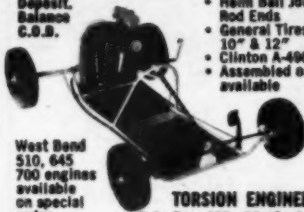
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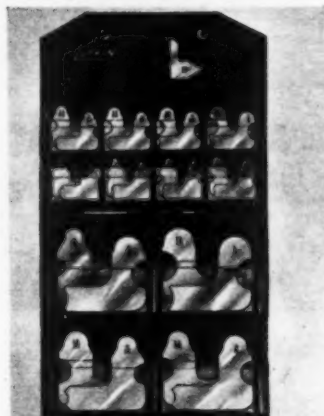
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continued from p. 63

RADIUS GAUGES



Radius gauges as shown are used to check out both the inside and outside radii. Each gauge is actually four gauges in one and sizes range from 1/64th to 3/4 inch. A case holds the set #77CX by Lufkin and includes a handle for getting gauge into tight spots.

TELESCOPING GAUGES

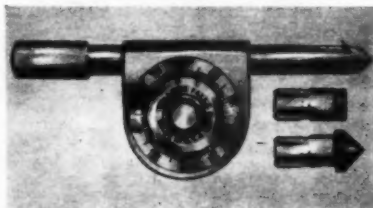
Telescoping gauges permit measurement where inside micrometers are not available or will not fit. A lock in the handle end allows the user to easily set the gauge for accurate measure while it is in place. At top right is a set of small hole gauges, adjusted in the same manner, then extracted for measurement with a small outside micrometer. Telescoping gauges cover from 5/16th up to six inches.





SPEED INDICATOR

For measuring the speed of spindles, shafting, wheels, etc., in order to determine if tool or work is turning at proper speed for best work, the speed indicator is held in place with the proper tip installed, for one minute. The dial reads to 5000 revolutions. A surface speed indicator tip is also available on some makes enabling the measure of band saw speeds, outside diameter travel, etc.



continued on p. 68



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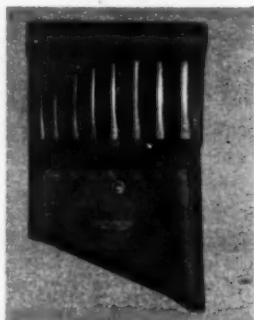
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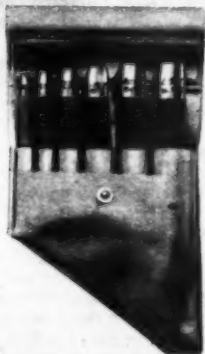
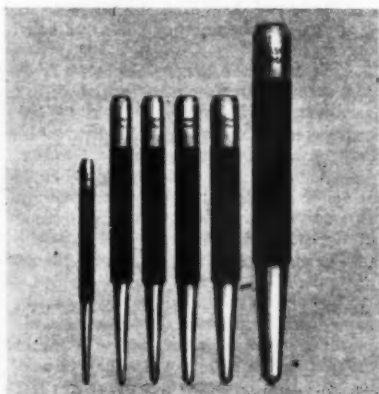
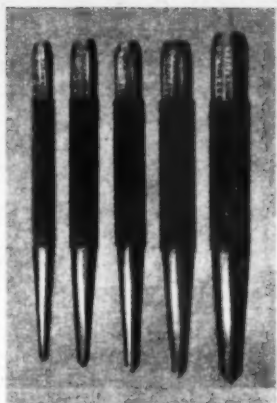
continued from p. 67

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OCTOBER, 1959

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THE ODD ROD

continued from p. 34

"Man, you look like it's all over in Happyville," he chirped. "Wanna bawl on my lapel?"

I chanted the whole problem from start to finish for him and I didn't skip any of the horrible details.

Dipstick stared thoughtfully at the ceiling without batting an eye. Finally, he grinned. If there's anybody I can't stomach—especially when I'm scoffing the rank nourishment they call food at the Inn—it's an alleged buddy who can grin when I'm in the lousy throes of real defeat.

"So what's to enjoy at my expense, Benedict?" I growled. "At least, lemme in on the unwholesome joke. I could use a few chuckles—even sick chuckles—at this point in a ruined life."

"Man, I've just dreamed up the absolute solution to your imaginary problem. I mean, it's like come out of Worryville and stand in the light!"

"Keep on raving," I said bitterly.

"Listen," said Dipstick calmly, "You've got three sets of wheels, right?"

I nodded.

"You own the Merc, you own a tremendous lakester and you've got that crazy little kart, right?"

I continued nodding.

"Okay, man," piped Dipstick cheerfully, "so we cut out for the nearest loan company, haggle up a temporary bread with interest deal, pick up some materials and streak for your pad where we will proceed to uphold the

ROD & CUSTOM

honor of Customdom by building our own sportscar!"

I stared at him.

"Man, you're sicker than I thought," I said pityingly.

"Buy this, then, if nothing else," said Dipstick patiently. "Properly reworked, that kart of yours will make the greatest little sportscar that ever bit a T-Bird or won kill-decals by rumbling it out with Corvettes! I may not be overly bright in a lot of directions, but I *know* cars, man! And you *know* I know what can be done with any iron!"

I studied Dipstick. He usually needs a haircut and he spits a lot, and while there's a lot of outfits—like the 4-H clubs and all—who wouldn't see him as membership material, the cat *does* know his cars."

We cut out to launch operation Backyard Sportsbomb.

For the following week I mostly sat by and watched my talented buddy do unbelievable things to that very ordinary kart. Occasionally, I would hand him a tool or help him with a particularly awkward piece of work, but Dipstick did the majority of the caper while I just watched the once-ordinary kart slowly take on the fantastic shape of an undersized sportscar.

Only a genius (like Dip) could've figured out the gear-ratio that made it possible for us to borrow the mill outa the lakester and drop it in the now modified-beyond-my-belief ex-kart. When Dipstick finally sat back and waved a triumphant hand at the thingie gleaming weirdly in the harsh light of the naked bulb hanging overhead, I was still in a state of joyous shock.

"What'll we call it, man?" inquired Dipstick, yawning.

I remembered that Spider Two-Billion or whatever the heck it was called. This baby made that Spider look like a factory reject.

"I name thee *The Beetle*," I said, busting a bottle of soda pop over the staunch grillwork. "Man, do you realize this wayout odd-rod is Customville's *first* contribution to the sportscar field!"

continued on p. 72

OCTOBER, 1959

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THE ODD ROD

continued from p. 71

"Yeh, sure," mumbled Dipstick flopping on the ancient couch I keep in a corner of the garage. "And you can pilot it legal-like, dad, on any road in the country because it ain't a kart hardly anymore." Having uttered these historical words, he fell sound asleep.

The morning of The Big Rally, I thundered up in front of Prunella Meeble's pad just as she was getting into the cube Smythe's nauseous TR-3. They both froze at the sight of me bringing the *Beetle* into the driveway.

"Ready to rally, doll?" I murmured coolly.

"Ohhhh, Homer!" she shrieked, "What a simply divine car!" Pru leaped into the *Beetle* and from the way she snuggled up, I knew Romanceville was cleared of invaders, difficulty and disaster. I felt so good I even viewed that yoyo Smythe in a decent light.

"Well, rally-ho, old man!" I yawped gayly.

Smythe tossed a sour look all over us.

"I bet you made that atrocity yourself," he accused bitterly. "It has all the earmarks of a home-made job."

A finer compliment couldn't have been offered," I snickered happily.

"What did you make it out of?" he demanded, the sound of defeat and despair in his voice.

"Necessity and customizing-genius," I said, putting the *Beetle* into gear. "Why import something you already have if you know how to put it on the roads!" ●



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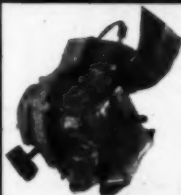
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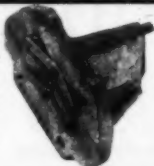


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KART MANUFACTURERS

continued from p. 63

Borelli (Carretta), Los Angeles; E. G. Walker (Pressweld Track Rabbit), Sebring, O.; and Mr. Ken Sullivan (Pervan Tooling Pirie), Los Angeles.

Other points brought up were insurance availability and costs and the selection of a Safety Seal of Approval to be used by all member manufacturers on their products and in advertising to indicate their adherence to the high standards of the organization.

While not actually on the Board of the AKMA, Mr. Art Ingels of Los Angeles was unanimously elected as Perpetual Honorary President in appreciation of his being the first designer and builder of a kart, thus starting the rapidly expanding industry.

In addition to the kart manufacturers themselves, many suppliers of component parts were on hand, taking deep interest in the proceedings and outcome of the meeting. Such large manufacturers as Clinton, West Bend, McCulloch and Power Products represented the engine makers. Others included Comet (clutches), Goodyear (tires), Hands Engineering and Gar-Bro (wheels), Fairbanks-Morse (clutches, brakes, transmissions) and other suppliers to the industry. Many of these will take advantage of Associate Memberships in the AKMA.

In addition to benefits to the manufacturers themselves, the consumer will be assured of high quality with resultant performance and long life, giving him a safe vehicle in which to pursue the karting hobby at a moderate cost.

OUR READERS WRITE

continued from p. 9

Hope this letter may win a slot on your coveted column "Our Readers Write-Or Wrong!"

Jan Kampa

Arcadia, Wisc.

● The relative merits of foreign vs. local automotive products will continue to wage long after the last verbal battle of the War Between the States. Suffice it to say that each side has many points in its favor. Which is tastier the peach or the pear?

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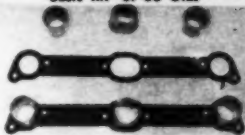
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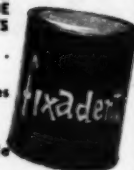
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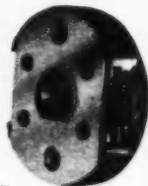
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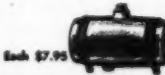


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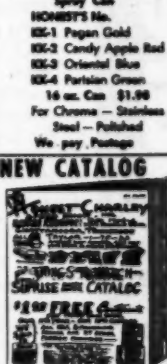
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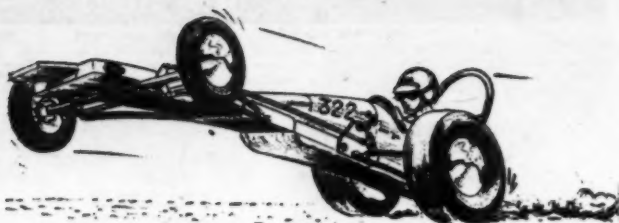
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WE HOT RODDERS pride ourselves in being masters of the engine hop-up art... but I'm afraid we're pikers when we look at what the Indianapolis boys have been doing with the 25-year-old "Offy" engine lately.

When this engine was first designed back in the early 1930's the 270-cu. in. version would put out something less than 250 hp at 4800 rpm, running a compression ratio of 10½:1 and gasoline-benzol fuel. As the years went by the boys kept raising compression (with more alcohol in the fuel) and improving cam design — so they were getting over 300 hp at 5200 in the late '40s. In 1957 the Indy displacement limit was lowered from 4.5 litres (274 cu. in.) to 4.2 litres, or 256 inches. Just before this time the hotter 270's were peaking around 360 hp at 5800 rpm on straight methanol, with 14:1 compression and Hilborn injectors. When the new cubic inch rule hit, most of the mechanics merely bought new blocks and pistons with ¼" smaller bore (4⅞ instead of 4⅞"), and kept the same 4" stroke — which dropped 'em to 255 cu. in. The immediate effect was to knock peak horsepower down to around 340, and reduce torque out of the turns proportionally.

At this point master mechanic A. J. Watson got to thinking: Any reduction in displacement ought to be utilized to lower the piston speed and raise the usable RPM range. But he also had a pet theory that a shorter stroke, at least on this engine, could not be effectively utilized without shortening the long, heavy 8" connecting rod. So the formula was clear: New 4" stroke crankshafts in conjunction with 7½" rods from the 220-cu. in. Offy sprint engine — plus the short 220 block and cam gear tower. It worked like a charm. Watson pushed his peak RPM up to 6300, and jumped right back up to 360-370 hp.

This year we saw still another hop-up gimmick — super cam action. The Offy engine has always used slightly radiused cam follower cups, and apparently the available valve opening diagrams (lift vs. crank angle) with this arrangement were too abrupt and jerky — so they ran into a lot of float and bounce in the 6000-6500 rpm range. Last summer the Meyer-Drake people began experimenting with flat followers and various new cam contours. They found, to their surprise, that they could use higher lifts (up to .560") and faster rates without valve troubles up to 7000 rpm! The fatter diagrams have had a dramatic effect on performance. Horsepower has soared over 400, and power curves have peaked out as high as 6800 rpm! One engine showed 420 hp at 6800 on straight alky.

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